

# CHINA



# MAIL.

Established February, 1846.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXV. No. 5048. 號五月九年九十七百八千一英

HONGKONG, FRIDAY, SEPTEMBER 5, 1879.

日九十月七年卯己

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTH, Ludgate Circus. E. C. BATES, HENDY & Co., 4, Old Jewry. E. C. SAMUEL, DRAGON & Co., 150 & 152, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSEY, 18, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SATHI & Co., Square, Singapore. C. HENRIKSEN & Co., Manila.

CHINA:—Macao, Messrs A. A. DE MELLO & Co., Beato, CAMPBELL & Co., Amoy, WILSON, NICHOLLS & Co., Foochow, HEDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WATSON, Yokohama, LANE, CRAWFORD & Co.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....5,000,000 Dollars.  
RESERVE FUND,.....1,400,000 Dollars.

#### COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.  
Deputy Chairman—Hon. W. KESWICK.  
F. R. BELLIOS, Esq. WILHELM REINHARD, Esq.  
H. L. DALEY, Esq. F. D. SARSON, Esq.  
H. HOPKINS, Esq. W. S. YOUNG, Esq.  
A. MUIR, Esq.

#### CHIEF MANAGER.

Hongkong,.....THOMAS JACKSON, Esq.  
Shanghai,.....EWEN CAMERON, Esq.  
LONDON BANKERS—London and County Bank.

#### HONGKONG.

##### INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

##### For Fixed Deposits:—

For 3 months, 3 per cent. per annum.  
" 6 " 4 " " "  
" 12 " 5 " " "

##### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East,  
Hongkong, August 16, 1879.

#### NOTICE.

### ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Foochow will be CLOSED and WITHDRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSITS will be PAID there AT ONCE with Interest to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT,  
p. Manager.

Oriental Bank Corporation,  
Hongkong, May 28, 1879.

### COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP,.....£3,200,000.  
RESERVE FUND,.....£800,000.

HEAD OFFICE—14, Rue Bergère, PARIS.

AGENCIES and BRANCHES at:  
LONDON, BOULBON, SAN FRANCISCO,  
MARSEILLES, BOMBAY, HONGKONG,  
LYONS, CALCUTTA, HANKOW,  
NANTES, SHANGHAI, FOOCHEW.

LONDON BANKERS:  
THE BANK OF ENGLAND.  
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application; grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,  
Manager, Shanghai.

Hongkong, May 20, 1879.

## Banks.

### ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL,.....£1,500,000.

#### RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per Annum.  
" 6 " " 4 " "  
" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,  
Acting Manager.

Oriental Bank Corporation,  
Hongkong, September 4, 1879.

### CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on Fixed Deposits:—

For 12 months, 5 per cent. per annum.  
" 6 " 4 " " "  
" 3 " 2 " " "

H. H. NELSON,  
Manager.

Hongkong, May 31, 1879.

### CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL,.....£300,000.  
RESERVE FUND,.....£150,000.

#### Banks.

THE BANK OF ENGLAND.  
THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

ON CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.  
" 6 " 4 " " "  
" 12 " 5 " " "

#### NOTICES OF FIRMS.

##### NOTICE.

MR. F. C. DITTMER has CEASED to Sign our Firm for Procurement.

SANDER & Co.  
Hongkong, August 30, 1879. se7

##### NOTICE.

DURING my temporary absence from the Colony Mr. ERNEST VAUGHAN WETTON will CONDUCT my BUSINESS, for which purpose he holds authority to Sign my name.

R. G. ALFORD,  
Surveyor, &c.

16, Queen's Road Central,  
1st August, 1879. se18

##### NOTICE.

THE Undersigned has established himself at the Premises formerly occupied by LAMBERT, ATKINSON & Co., Peddar's Wharf, as

AUCTIONEER, APPRAISER AND COMMISSION AGENT.

All GOODS entrusted for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMBERT.  
Hongkong, July 1, 1879.

#### For Sale.

##### FOR SALE.

EX American Bark "ANTIOCH" (JUST ARRIVED).

1, 2, 3 and 4 inch OREGON FINE LUMBER. S P A R S.

7 to 18 inches (in Slings) 40 to 80 ft. long. 19 to 24 " (at Peddars) 80 to 96 ft. "

L. MALLORY,  
Hongkong Timber Yard, (Wanchai).  
Hongkong, August 8, 1879. se8

##### FOR SALE.

THEOPHILE ROEDERER & Co's CHAMPAGNE, awarded the GOLD MEDAL AT THE PARIS EXHIBITION.

DRY VERZENAY MOUSSEUX: Quarts, \$17 per Case of 1 doz. Pints, \$18 " of 2 doz.

MEYER & Co., Agents.  
Hongkong, August 21, 1879. 21fe80

## For Sale.

# NEW GOODS

## EX RECENT ARRIVALS.

THE New Shapes in HATS. ACME FILES, and AMBERG'S INDEXING FILES, the latest improvements for Office use.

EXTRA FINEST ISIGNY BUTTER, New Season's Packing, L. C. & Co.'s OWN BRAND. LAWN TENNIS. REP NOTE PAPER and ENVELOPES. ARTISTS' COLOURS and COLOUR BOXES.

LETTER SCALES. WALKING STICKS, well selected. NURSERY KETTLES and STANDS, New-Portable.

MACKE'S EXCHANGE TABLES. SPARKLING SAUMUR, a really Good Dry Champagne at a Moderate Price, Quarts \$10 and \$11, Pints \$11.50 and \$12.50 per case.

RUINART PEE & FILS' CHAMPAGNE, \$10 per case. SPARKLING BURGUNDY, RECOMMENDED BY THE MEDICAL PROFESSION FOR INVALIDS.

FINEST FRENCH PLUMS. DRY MANZANILLA SHERRIES. RED HEART RUM. Specially Selected SCOTCH WHISKY. ANGOSTURA BITTERS.

THE MULTIPLEX COPIER, a new and most valuable Invention. CUMSHAW MIXTURE TEA (a five catty Box delivered at any address in the United Kingdom for \$8).

MORLEY'S HOSIERY. PARISIAN SHIRTS. CALDECOTT'S CHILDREN'S PICTURE BOOKS. NEW NOVELS.

WORKS OF REFERENCE. GOLDEN CLOUD TOBACCO. &c., &c., &c.

### LANE, CRAWFORD & Co.

Hongkong, August 6, 1879. se6

## For Sale.

### FOR SALE.

VEUVE CLIQUOT PONSARDIN, Dry CHAMPAGNE (England) in Cases of.....1 doz. Quarts. " of.....2 " Pints.

Apply to SANDER & Co., Agents.  
Hongkong, August 13, 1879. se13

## FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints. GIBB, LIVINGSTON & Co.  
Hongkong, May 28, 1879.

## FOR SALE.

THE Undersigned offers for SALE at moderate Prices, an Invoice of PRESERVED MEATS from the SYDNEY PRESERVED MEAT COMPANY, comprising: Baked Beef and Mutton, Corned Beef and Soup and Bouillie in 6-lb. Tins, Ox-tongues, Spiced, Corned and Seasoned Beef, Roast and Corned Mutton, Sheep-tongues, Real Turtle Soup, Assorted Soups, Sheep's-head, Compressed Meats, Brawn and Ox-tongues, etc., in 2-lb. Tins.

Also, (From Bordeaux), CHATEAU DE FRAUDS, a Superior Breakfast Claret at \$5 per Case. A few Cases of LAFITTE.

G. R. LAMBERT.  
Hongkong, July 17, 1879.

## Intimations.



TENDERS will be Received at this Office up to Noon of MONDAY, September 8th, for the EXECUTION of the following WORKS in the ROYAL NAVAL YARD, viz:—

1. Taking down and Re-erecting the PATTERN SHED.

2. Building a SHED, 84 feet by 13 feet, for testing Chain Cables.

3. Building a VERANDAH 47 feet Long on the South side of the Steam Factory.

The Plans, Specifications and Conditions may be seen on application to the Undersigned.

Tenders to be for all Three Services in a lump sum.

The lowest or any Tender will not be necessarily accepted.

WILLIAM HYNES,  
For Naval Storekeeper.

H. M. Naval Yard,  
Hongkong, 30th August, 1879. se8

## NOTICE.

THE Undersigned has been appointed AGENT for the SAN FRANCISCO BOARD OF UNDERWRITERS.

WILLIAM NOTT.  
Hongkong, September 4, 1879. se4

## Shipping.

### Steamers.

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.

(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer "BOWEN," Captain MILLER, will be despatched as above on SATURDAY, the 6th September, at 2 p.m.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, August 30, 1879. se6

FOR SHANGHAI, YOKOHAMA AND KOBE.

The Steamship "GLENCOE," Captain GULLAND, will be despatched as above on SATURDAY, the 6th Instant, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Hongkong, September 4, 1879. se6

FOR SWATOW, AMOY & FOOCHEW.

The Steamship "KWANGTUNG," Captain ARBUTHNOT, will be despatched for the above Ports on SUNDAY, the 7th Inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., Hongkong, September 4, 1879. se7

FOR YOKOHAMA & HIOGO.

The Steamship "OXFORDSHIRE," Captain JONES, will have immediate despatch for the above Ports.

For Freight or Passage, apply to RUSSELL & Co., Agents.  
Hongkong, September 1, 1879.

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

The Steamship "OCEANIC," Captain J. METCALFE, will be despatched hence for LONDON via SUEZ CANAL on or about October 20th, 1879.

FIRST-CLASS FARE to LONDON, \$300.

For Freight or Passage, apply to the AGENT of the Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,  
Acting Agent.

Hongkong, August 22, 1879.

## Sailing Vessels.

### FOR HAMBURG.

The A 1 German Bark "TRITON," KALLSEN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.  
Hongkong, September 3, 1879.

### FOR LONDON.

The A 1 British Bark "TOOWOOMB," KIRKPATRICK, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.  
Hongkong, September 3, 1879.

### FOR NEW YORK.

The A 1 American Bark "JAS. A. BORDLAND," KENT, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.  
Hongkong, August 21, 1879.

### FOR NEW YORK.

The A 1 American Bark "ADELAIDE NORRIS," W. A. WOODWARD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.  
Hongkong, August 20, 1879.

### FOR SAN FRANCISCO.

The A 1 American Bark "ANTIOCH," A. WENZ, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.  
Hongkong, August 20, 1879.

### FOR NEW YORK.

The 3/3 L.L.I. American Ship "MONTE ROSA," C. O. CARTER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.  
Hongkong, July 3, 1879. se8

## Shipping.

### Sailing Vessels.

#### FOR NEW YORK.

The A 1 American Bark "F. P. LITCHFIELD," Captain SPALDING, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.  
Hongkong, August 8, 1879.

#### FOR LONDON.

The 3/3 L.L.I. Russian Bark "KALDA," J. ROSS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.  
Hongkong, July 26, 1879.

#### FOR HAMBURG.

The A 1 British Bark "EDWARD BARROW," RICH, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.  
Hongkong, July 21, 1879.

FOR SYDNEY AND MELBOURNE.

The A 1 British Bark "ORANGE GROVE," Capt. LONGMUIR, shortly due, will load here for the above Ports, and will have quick despatch.

For Freight, apply to RUSSELL & Co.  
Hongkong, July 15, 1879.

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions from the CAPTAIN SUPERINTENDENT OF POLICE to sell, by Public Auction, on

#### MONDAY,

the 8th September, 1879, at 11 a.m., at the Central Police Station,—

SUNDRY UNSERVICABLE STORES and CONFISCATED GOODS.

TERMS OF SALE.—As customary. J. M. ARMSTRONG, Government Auctioneer.

Hongkong, Sept. 4, 1879. se8

### PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. Naval Storekeeper to sell by Public Auction, on

#### TUESDAY,

the 9th September, 1879, at Noon, at H. M. Naval Yard,—

OLD SUNDRY condemned Naval & Victualling STORES, comprising:—

Old Iron, Chain Cable, Hoses, Stocks, Taps and Dies, Implements, Rags, &c.

Salt Pork and Beef, Chocolate and Tobacco.

Blankets, Flannels, Serge, &c., &c., &c.

TERMS OF SALE.—As customary. J. M. ARMSTRONG, Government Auctioneer.

Hongkong, Sept. 2, 1879. se9

### PUBLIC AUCTION.

#### VALUABLE BUILDING LOT.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on the Ground (unless previously disposed of by Private Sale), on

#### THURSDAY,

the 18th September, 1879, at Noon,—

The Desirable BUILDING LOT 41, situated at the Corner of POTTINGER STREET and LYNDHURST TERRACE, and measuring 7,890 Square feet. Annual Crown Rent, \$73.

TERMS OF SALE.—One-half of the Purchase Money to be paid on the fall of the hammer, the Balance on completion of the Transfer. All expenses of Transfer to be paid by the Buyer; one-half of the Purchase Money may remain on mortgage at current rates.

All further Particulars can be obtained at the OFFICE of the Auctioneers.

Hongkong, Sept. 3, 1879. se18

## NOTICE.

THE Undersigned have been appointed AGENTS to the New York Board of UNDERWRITERS.

ARNHOLD, KARBURG & Co.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

ARNHOLD, KARBURG & Co.  
Hongkong, Sept. 3, 1879. se9



## Intimations.

## NOTICE OF REMOVAL.

THE Undersigned begs to inform his Customers and the Public that he has REMOVED to No. 95, QUEEN'S ROAD CENTRAL. Same Address as before the fire.

TUNG CHEONG, Tailor.  
Hongkong, August 20, 1879. se20

**G. FALCONER & Co.,**  
WATCH AND CHRONOMETER  
MANUFACTURERS,  
AND  
JEWELLERS.  
NAUTICAL INSTRUMENTS, CHARTS  
AND BOOKS.  
46, Queen's Road Central.  
Hongkong, August 20, 1879. se20

## NOTICE.

KEROSENE OIL Landed and Stored in  
FIRST-CLASS GODOWNS constructed  
expressly for the purpose.

For Terms, apply to  
RUSSELL & Co.  
Hongkong, August 26, 1879. se26

THE Undersigned have been appointed  
SOLE AGENTS for Hongkong and  
China for the Sale of their LEAD by the  
MECHERICH MINING SOCIETY.

MEYER & Co.  
Hongkong, June 27, 1879. se27

## NOTICE.

FROM THE 1st of OCTOBER,  
DR. EASTLAKE will receive his  
PATIENTS at his new DENTAL ROOMS,  
No. 50, QUEEN'S ROAD CENTRAL, OVER THE  
MEDICAL HALL.

Hongkong, September 23, 1879.

## DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI  
during the Summer Months, leaving  
HONGKONG on the 1st of April next, and  
returning about 1st November.

Hongkong, February 10, 1879.

## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

## FROM LONDON &amp; PORTS OF CALL.

THE Brit. Str. *Oxfordshire* having arrived,  
Consignees of Cargo are hereby in-  
formed that their Goods are being landed  
at their risk into the Godowns of the  
Undersigned, whence and/or from the  
Wharf or Boats delivery may be obtained.

Cargo remaining undelivered after the  
7th instant will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by

RUSSELL & Co.,  
Agents.

Hongkong, September 1, 1879. se27

## FROM LONDON AND SINGAPORE.

THE S. S. *Glencoe* having arrived from  
the above Ports, Consignees of Cargo  
are hereby informed that their Goods—  
with the exception of Opium—are being  
landed at their risk into the Godown  
of the Undersigned, whence and/or from  
the Wharves or Boats delivery may be  
obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before  
Noon To-day.

Cargo remaining undelivered after the  
11th instant will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.

Hongkong, September 4, 1879. se11

## COMPAGNIE DES MESSAGERIES

## MARITIMES.

S. S. *IRAOUADY*.

## NOTICE.

CONSIGNEES of Cargo per S. S.  
*Euphrate*, from London, in connec-  
tion with the above Steamer, are hereby  
informed that their Goods are being  
landed and stored at their risk at the Com-  
pany's Godowns, whence delivery may be  
obtained immediately after landing.

Optional Cargo will be forwarded on,  
unless intimation is received from the Con-  
signees, before To-day, at 1 o'clock p.m.,  
requesting it to be landed here.

Bills of Lading will be countersigned by  
the Undersigned.

Goods remaining undelivered after TUES-  
DAY, the 9th instant, at Noon, will be  
subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, September 2, 1879. se9

## COMPAGNIE DES MESSAGERIES

## MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo  
are requested to send in their Bills of  
Lading to the Undersigned for counter-  
signature, and take immediate delivery.  
This Cargo has been landed and stored at  
their risk and expense.

No Fire Insurance has been effected.

Ex *Peiho*.

S. S. (in diamond) } 1 parcel Samples, from  
M. (in diamond) } Shanghai.  
Messrs Tata & Co. 1 parcel Tea Musters,  
from Shanghai.

Ex *Sindh*.

H.W. No. 11,086, 2 cases Hard Ware,  
Messrs Landstein & Co., from  
Marseilles.

G. DE CHAMPEAUX,  
Agent.

Hongkong, August 29, 1879.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debt contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—

MADCAP, British 3-m. schooner, Capt. J.  
Miller.—Turner & Co.

NORMAN COURT, British barque, Capt.  
J. L. Dunn.—O. & C. S. S. Co.

## Auctions.

## PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AU-  
TION, shortly, on a day to be  
hereafter named, unless previously dis-  
posed of by private contract,—

THE HONGKONG DISTILLERY,  
Situate at East Point, Hongkong, now  
in Complete Working Order, and Cap-  
able of Distilling upwards of 2,000  
Gallons daily. The Property is of a most  
valuable nature, comprising THREE  
PIECES OF GROUND close to the  
water, viz.—Inland Lots Nos. 749, 781  
and 782, with the Substantially Built  
DWELLING HOUSE and BUSINESS PREM-  
ISES, erected specially for the purpose  
only a few years since, together with the  
MACHINEERY, ENGINES, SKILLS, VATS,  
STOCK, and TRADE FURNITURE and FIT-  
TINGS.

For further Particulars, apply to  
Messrs SHARP, TOLLER, and  
JOHNSON,

Solicitors, Supreme Court House,  
Hongkong.

Hongkong, March 5, 1879.

## To-day's Advertisements.

## FOR MANILA.

The Steamship  
"DIAMANTE,"  
Capt. THEBAUD, will be de-  
parted for the above Port  
TO-MORROW, the 6th inst., at 4 p.m.

For Freight or Passage, apply to  
RUSSELL & Co.,  
Agents.

Hongkong, September 5, 1879. se6

## FOR MANILA (DIRECT).

The Spanish Steamer  
"GRACIA,"  
Capt. ECHAVARRIA, will be de-  
parted for the above Port on  
MONDAY Next, the 8th inst., at 4 p.m.

For Freight or Passage, apply to  
REMEDIOS & Co.

Hongkong, September 5, 1879. se8

## FOR MANILA VIA AMOY.

The Spanish Steamer  
"EMUY,"  
Capt. BLANCO, shortly expected,  
will have immediate despatch for  
the above Ports.

For Freight or Passage, apply to  
REMEDIOS & Co.

Hongkong, September 5, 1879.

## AUSTRALASIAN STEAM NAVA-

## TION COMPANY.

FOR PORT DARWIN, COOKTOWN,  
SYDNEY & MELBOURNE,  
Taking Cargo and Passengers at through-  
rates for all Australasian and New  
Zealand Ports.

TASMANIA, NEW CALEDONIA & FIJI.  
The Chartered Steamer  
"ATHOLL,"  
THOMSON, Commander, will  
be despatched as above on  
or about the 19th instant.

GEO. R. STEVENS & Co.  
Hongkong, September 5, 1879.

## FROM CALCUTTA, PENANG AND

## SINGAPORE.

THE S. S. *Venice* having arrived from  
the above Ports, Consignees of Cargo  
are hereby requested to send in their Bills  
of Lading to the Undersigned for counter-  
signature, and to take immediate delivery  
of their Goods.

Cargo impeding the discharge will be at  
once landed and stored at Consignees' risk  
and expense.

JARDINE, MATHESON & Co.  
Hongkong, September 5, 1879. se12

## FROM CALCUTTA, PENANG AND

## SINGAPORE.

THE Steamer *Japan*, Captain GARDNER,  
having arrived from the above Ports,  
Consignees of Cargo are hereby requested  
to send in their Bills of Lading for counter-  
signature, and to take immediate delivery  
of their Goods.

Cargo impeding her discharge will be at  
once landed and stored at Consignees' risk  
and expense.

D. SASSOON, SONS & Co.,  
Agents.

Hongkong, September 5, 1879. se12

## HONGKONG, CANTON, AND MACAO

## STEAMBOAT COMPANY,

## LIMITED.

## CHINA NAVIGATION COMPANY,

## LIMITED.

THE Departures of these COMPANIES'  
STEAMERS on the HONGKONG-  
CANTON Route will be as under till further  
notice, commencing on the 8th instant:—

KIN SHAN from Hongkong on MON-  
DAY, WEDNESDAY, FRIDAY, at 8 a.m.;  
from Canton on TUESDAY, THURSDAY,  
SATURDAY, at 8.30 a.m.

IOHANG from Hongkong on TUESDAY,  
THURSDAY, SATURDAY, at 8 a.m.; from  
Canton on MONDAY, WEDNESDAY, FRIDAY,  
at 8.30 a.m.

The KIUKIANG will run as a Night-  
boat, leaving Hongkong on MONDAY, WED-  
NESDAY, FRIDAY, at 6 p.m.; Canton on  
TUESDAY, THURSDAY, SATURDAY, at  
5.30 p.m.

By Order of the Board of Directors,  
P. A. DA COSTA,  
Secretary.

Hongkong, Canton & Macao Steam-  
boat Company, Limited.

BUTTERFIELD & SWIRE,  
Agents.

China Navigation Company, Limited,  
Hongkong, September 5, 1879.

## SHIPPING.

## ARRIVALS.

Sept. 5, *Venice*, British steamer, 1962,  
P. L. Rhode, Calcutta Aug. 21, Penang 27,  
and Singapore 30, General.—JARDINE,  
MATHESON & Co.

Sept. 5, *Japan*, British steamer, 1855, T.  
S. Gardner, Calcutta Aug. 21, Penang 27,  
and Singapore 30, 2,375 chests Opium,  
3,947 bales Cotton, 460 bales Gunnies,  
2,175 bags Saltpetre, and 2,200 pkgs. Sun-  
dries.—DAVID SASSOON, SONS & Co.

Sept. 5, *Khiva*, British steamer, 1506,  
George Lee, Bombay Aug. 18, Galle 22,  
Penang 27, and Singapore 30, Malls and  
General.—P. & O. S. N. Co.

Sept. 5, *Nestor*, British steamer, 1414,  
Treman, Liverpool July 12, Suez 31, Jed-  
dah Aug. 5, and Singapore 29, General.—  
BUTTERFIELD & SWIRE.

Sept. 5, *Gracina*, Spanish steamer, 897,  
M. A. Echevarria, Manila Sept. 2, 7 p.m.,  
General.—REMEDIOS & Co.

Sept. 5, 6 p.m., *Hailong*, British str.,  
277, F. P. C. Goode, Tamsui Sept. 2, and  
Amoy 4, General.—DOUGLAS LAFRAIK &  
Co.

## DEPARTURES.

Sept. 5, *Jane*, for Costa Rica.  
5, *Courier*, for Tientsin.  
5, *Amoy*, for Shanghai.

## CLEARED.

*Madcap*, for Port Natal.  
*Rajanattianuhar*, for Bangkok.  
*Carisbrooke*, for Swatow and Amoy.

## PASSENGERS.

## ARRIVED.

Per *Japan*, from Calcutta, &c., Mrs. T.  
S. Gardner, Messrs H. C. Williams, S.  
Butler, A. B. Cook, E. E. Elias, S. Joseph,  
267 Chinese and 10 Natives deck.

Per *Khiva*, for Hongkong: from South-  
ampton, 2 Native servants; from Venice,  
Capt. Geary; from Bombay, Mr. B. Peston-  
jee; from Singapore, 18 Chinese.—For  
Amoy: from Penang, 5 Chinese; from  
Singapore, 18 Chinese.

Per *Hailong*, from Amoy, Mr. Woodford.  
Per *Venice*, from Calcutta, &c., 232 Chi-  
nese.

Per *Nestor*, from Singapore, 412 Chinese.  
TO DEPART.

Per *Rajanattianuhar*, for Bangkok, 146  
Chinese.

## SHIPPING REPORTS.

The British steamer *Venice* reports:  
Fine weather from Singapore.

The British steamer *Japan* reports:  
Left Calcutta on the 21st August; arrived  
at Penang 27th, and left 29th; arrived at  
Singapore 29th, and left on 30th. After  
leaving Calcutta, experienced moderate  
monsoon and fine weather up to Singapore.  
From Singapore to Hongkong light winds  
and fine weather.

The British steamer *Nestor* reports:  
Had fine weather throughout all the pas-  
sage.

The British steamer *Hailong* reports:  
On Sept. 2nd left Tamsui, experienced a  
moderate monsoon and smooth water  
crossing Formosa Channel, and arrived in  
Amoy on the 3rd. In Amoy were the S. S.  
*Harter*, *Diamante*, and H. M. S. *Mosquito*.  
Left again on the 4th, had light S.W. airs  
and fine weather from thence to port.  
Passed S. S. *Yotung* bound to Southward,  
and another steamer name unknown bound  
North off Single Island.

## CARGO.

Per S. S. *Ulysses*, Hongkong to London,  
sailed 3rd September, 1879:—31,940 lbs.  
Congo, 51,128 lbs. Sc. Capar, and 110,828  
lbs. Sc. Or. Pekoe—total 243,696 lbs. Tea;  
80 bales Waste Silk, 162 bales Punjum,  
33 pkgs. Silk Piece Goods, and 184 pkgs.  
Sundries.

## POST OFFICE NOTICES.

MAILS will close:—  
For SINGAPORE, E. AUSTRALIA, &c.,  
&c., &c.—

Per *Bowen*, at 2.30 p.m. To-morrow, the  
6th inst., instead of as previously  
notified.

For SHANGHAI, YOKOHAMA, AND  
HIOGO.

Per *Glencoe*, at 3.30 p.m. To-morrow, the  
6th inst.

For SHANGHAI.—  
Per S. S. *Khiva*, on Sunday, the 7th  
inst. Registry ceases at 8.45 a.m.  
Mail closes at 9 a.m. Late Letters re-  
ceived from 9.10 to 9.30, with 18  
cents Late Fee. Paid Correspondence  
may then be posted in the moveable  
box on board the Packet. The Post  
Office will be open at 8 a.m.

For SWATOW, AMOY, & FOCHOW.—  
Per *Kwangtung*, at 9 a.m., on Sunday,  
the 7th inst.

For SAIGON.—  
Per *Olympia*, at 5 p.m., on Monday, the  
8th inst.

MAILS BY THE BRITISH PACKET.—  
The British Contract Packet *Cathay*  
will be despatched on TUESDAY,  
the 9th September, with Malls to and  
through the United Kingdom and  
Europe via Brindisi or Southampton;  
to the Straits Settlements, Batavia,  
Burmah, Ceylon, India, Aden, Egypt,  
Malta, and Gibraltar.

N.B.—This Packet carries no mails for the  
Australasian Colonies, E. or S. Africa,  
nor for Mauritius.

MAIL BY THE UNITED STATES PACKET.—  
The United States Mail Packet *Belgic*,  
will be despatched on THURSDAY, the  
11th Sept., with Malls for Japan, San  
Francisco the United States, Canada,  
Honolulu, Peru, &c. will be closed as  
follows:—

2.15 p.m. Registry ceases.

2.30 p.m. Post-Office closes, but Letters  
(except for Non-Union Countries) may  
be posted on board the Packet with  
Late Fee of 18 cents extra Postage  
until the time of departure.

Correspondence for Non-Union West Indies  
(excepted the Bahamas and Hayti),  
Monte Video, Paraguay, and Uruguay  
cannot be sent by this route.

Hongkong, Aug. 24, 1879. 11se

## MEMOS. FOR TO-MORROW.

## Shipping.

2 p.m.—*Bowen* leaves for Singapore, &c.  
4 p.m.—*Glencoe* leaves for Manila.  
4 p.m.—*Glencoe* leaves for Shanghai, &c.

## General Memoranda.

SUNDAY, September 7:—  
10 a.m.—*Kwangtung* leaves for Coast  
Ports.

Goods per *Oxfordshire* undelivered after  
this date subject to rent.

MONDAY, September 8:—  
11 a.m.—Auction of Sundries at Central  
Police Station.

Noon.—Tenders for Naval Yard work.  
4 p.m.—*Gracina* leaves for Manila.

TUESDAY, September 9:—  
Noon.—English Mail leaves for Ports  
of Call and Europe.

Noon.—Auction of Sundries at Naval  
Yard.

Goods per *Iravaddy* undelivered after  
Noon, subject to rent and landing  
charges.

THURSDAY, September 11:—  
3 p.m.—Occidental & Oriental S. S. Co.'s  
Steamer leaves for Yokohama and San  
Francisco.

Goods per *Glencoe* not delivered this  
date subject to rent.

SATURDAY, September 13:—  
9 p.m.—Meeting of St. John Lodge, No.  
618 S.C.

TUESDAY, September 16:—  
Noon.—French Mail leaves for Ports of  
Call and Europe.

THURSDAY, September 18:—  
Noon.—Auction of Valuable Building  
Lot.

## THE HONGKONG DISPENSARY,

Established A.D. 1841.  
香港大藥房

A. S. WATSON & Co.,  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERS

OR  
DRUGGISTS' SUNDRIES, NURSERY REQUI-  
SITES, TOILET REQUISITES, ENGLISH,  
AMERICAN, AND FRENCH PATENT

MEDICINES.  
MANUFACTURERS

Soda Water, Lemonade, Tonic Water,  
Gingerale, Potass Water, Sarsaparilla  
Water, and other Aerated Waters.

The Manufactory is under direct and  
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced  
at 7.30 p.m.

## THE CHINA MAIL.

HONGKONG, FRIDAY, SEPT. 5, 1879.

THE latest news from the Cape reports  
the total destruction of another royal  
kraal by the British forces, together with  
the facts that Cetewayo was being closely  
pursued in the bush, that his three sons  
and several chiefs had surrendered, and  
the whole of his cattle had been captured.  
Read in conjunction with the detailed  
account of the severe defeat suffered by  
the Zulu King at Ulundi, this intelli-  
gence is more satisfactory than was ex-  
pected. It will be noted also that Cet-  
ewayo had fled southwards; which fact (if  
it be a fact) is of some importance, and  
inspires the hope that the cruel Kaffir  
may yet receive his deserts. To prevent  
future complications it is to be hoped  
that the arch-disorder of the South  
African peace will not be taken alive,  
otherwise the country may be threatened  
with an exhibition and "progress" of the  
bloodthirsty savage in the great metro-  
polis of London. That section of the  
English nation whose sympathies seem  
to be absorbed by the alleged wrongs of  
the poor savage, to the entire exclusion  
of the gallant English soldiers who have  
suffered unheard-of cruelties and mutila-  
tions at the hands of these same brutal  
savages, would find another opportunity  
of airing its mistaken notions about  
mercy, were the wily Cetewayo caught  
alive. Let us hope, therefore, that South  
Africa and England may be saved from  
this temptation, and that the "brave"  
and "patriotic" savage chief may die the  
death of the hero, on the glorious and  
honoured field of battle! In plain words,  
it is much to be desired that the worthless  
ruffian at whose door rests the blame of  
this costly and unsatisfactory war may be  
removed from this earthly scene ere he  
has another opportunity of disturbing  
the peace of the southern tribes. If any  
admirer of the pluck and dash of the  
Zulu warriors will only read and learn  
the unlimited power possessed by a great  
Kaffir chief for evil—his influence sel-  
dom "makes for righteousness"—he will  
be better able to comprehend the fire-  
brand that Cetewayo must ever be while  
his prestige remains. In some cases,  
the execution of prompt justice is mer-  
ciful; and the case of the Zulu chief,  
who is now being hunted in the bush or  
is at the mercy of the British General,  
is an instance in point.

RECENT American papers confirm all  
that we have hitherto stated on the  
subject of Chinese emigration to the  
Sandwich Islands. In addition to the  
large numbers of Chinese who have lately  
found their way direct to Honolulu  
from Whampoa in German vessels, the  
Hawaiian Islands are being slowly but  
surely taken possession of by Chinese  
immigrants via San Francisco. If the  
influx of Chinese continues at the present  
rate, and the native subjects of King

Kalakauna decrease in numbers at the  
present ratio, there can be little doubt  
that at no distant date the Mongolians  
will become the controlling power in  
these Islands. From returns lately pub-  
lished it appears that more than eight  
thousand Chinese are now settled in the  
Hawaiian kingdom, and that they form  
a full seventh of the entire population.  
The decadence of the native race is even  
more marked than the growth of that  
which is supplanting it. From about  
sixty-six thousand the number of Ha-  
waiians on the Islands has fallen away  
in twelve years to some fifty-two thou-  
sand; while the wealth, prosperity, and  
steady industry of the nation are being  
gradually absorbed by the peaceful in-  
vaders. It would seem, indeed, that of  
all immigration fields selected by the  
Mongolian race, the Sandwich Islands  
have become more of a home than any  
other country. The Chinese have settled  
there in thorough-going Chinese style,  
and by inter-marriage with the native  
women they have established that do-  
mestic life which has for ages been  
one of the most powerful means  
of preservation for the Chinese as a  
nation. The lazy, thriftless character  
of the race that



A Washington special to the *Star* says July 29th:—

"Should the President decide to again give Pennsylvania the appointment of the English Minister, it is believed he will select Quay, as he is the only Republican in the State who has been able to secure the support of the Federal position. Several influential persons suggest the appointment of Grant to succeed Welch, and have decided to call upon the President and urge his choice. A confidential friend of Grant has received recently a most positive declaration from the General that he will not permit his name to be used for the Presidency. It is believed he would accept the English mission, as in doing so he need not give up certain plans of his own, which he has been maturing."

In proportion to their numbers, the Italians and Chinese have figured more prominently in the criminal records of New York of late, for the use of deadly weapons, than other foreign nationalities. Sam Lee, a Chinese laundryman of Jersey City, was arrested on July 24th for firing a pistol at Martin Kelly. This is the fourth case of a Chinaman using a pistol or other deadly weapon within ten days. The following New York cases are also reported in the most recent New York papers to hand:—

Ah Lee and Ah Long, who own a laundry on Third Avenue, for some time have been greatly annoyed by boys near the laundry, who throw bricks or stones at the laundry, but the police did not mind. Ah Long decided to take the law into his own hands, ran down and caught the leader of the bad boys, picked him up to bring him back, and while punishing him, a Caucasian crowd interfered, and gave Ah Long an unmerciful beating. Just as he reached the front of the laundry, with a boy under his arm, shrieking "Murder," the boy's father made his way through the crowd and dealt the Mongolian a blow on the top of the head, which felled him. The boy went sprawling on into the street and was picked up by his father and taken away. At this stage Ah Lee appeared armed with a huge revolver. In a few seconds the street was deserted and a solitary policeman walked up to the laundry and asked what the trouble was. Ah Long was badly wronged and no arrests were made.

And again:—

The degree of freedom and protection enjoyed by Chinamen under municipal laws here, is illustrated by the following police items: Amelia Cook, aged 13, complained in the Police Court that Lee Chung ran out of his laundry and tried to kiss her as she was playing in the street. Frederick Hall of New York, Amelia's uncle, left the Court declaring that he would knock "That Chinaman down dead" when he caught him outside. The remark was overheard by a Court officer, who seized Ray by the shoulder, brought him back to the bench, and made a complaint of contempt of Court against him. Ray was amazed at the proceedings. He apologized and was discharged. Decision in the Chinaman's case is deferred.

Tin Chin, a Chinaman who keeps a restaurant on Brannan street, was arrested to-day on a charge of having sold liquor without a license. Tin Chin is one of the few Chinamen who have taken to themselves Caucasian wives, and he boasts of having sailed upon the sea of matrimony with an English wife for some eight years, and is proud in the possession of four children. Tin has out of his queue, and has taken to white shirt, standing collar and cardigan jacket. He says that he has a license to sell wine and beer at table with meals, but not over the counter, and the latter he has not done. He states that the arresting officer yesterday came into his saloon two or three times and tried to get a glass of beer, which Tin refused to give. Last night at nearly midnight he came in again and tried to get beer, and when refused took out a drink and said something about having killed some Dutchman, which so frightened Tin that he handed over the beer. To-day a warrant was issued, and Tin was arrested.—*S. F. Bulletin*, Aug. 1.

The *Pall Mall Gazette* says:—It is not pleasant to have the fact brought before us at this moment that at least \$5,000,000 of Indian revenue depends upon the capacity of China to go to war with some chance of success. Yet this is the point urged this morning by Mr Robert Elliott in a letter to *The Times*, under circumstances which may direct attention once more to this element in the Indian Budget. Notwithstanding our commercial arrangements with China, and, on the whole, the satisfactory manner in which they have been carried out of late, there is little doubt that the Chinese Government would take an opportunity of shutting out Indian opium if this could be safely done. Mr Elliott refers to Sir Rutherford Alcock's evidence before the Committee of the House of Commons, and, in addition to the strong opinion there expressed as to the wishes and intentions of the Chinese rulers, there is plenty of other evidence to show that the Chinese would make a sacrifice to keep out the drug. The feeling may not be so strong now as it was, but it still exists. In any case, that we are dependent upon the action of another country for the power of raising one sixth of our total revenue in India is a circumstance which must always occasion grave uneasiness to Indian financiers. It is not too much to say that we could not raise this \$5,000,000 a year in India itself. Here, then, without any need for argument as to the condition of the people, the state of the Treasury or the increasing armaments of China, is reason enough for economy.

The Berlin correspondent of the *Daily Telegraph* writes as follows:—

I hear from St. Petersburg that since the arrival of General Kauffman the negotiations with the Chinese Government have entered upon a new phase. Only a very short time since it was known that these negotiations were progressing favorably, and that the restitution of Kuldah to the Chinese had been decided in principle, in exchange for certain guarantees to be given to Russian subjects residing in that locality, and with the view of preventing incursions of the Chinese across the Russian frontier. General Kauffman has received since his arrival telegraphic information from General Kojakowski, who has taken his place as commander in chief at Kashgar, that the Chinese Governor is committing great atrocities; that he is preventing the Russian subjects established there from going back; that the indemnity they were

to have received has not been paid; and that since the death of Jakob Bog the state of things in that province occupied by the Chinese is most precarious. The Governor-General of Turkestan is of opinion that the only acceptable guarantee that can be claimed from China, unless Russia is disposed to have recourse to measures of coercion, is large pecuniary indemnities. But before giving up the territory of Kuldah, these indemnities should be secured. The Chinese Ambassador now in St. Petersburg denies the accuracy of the news received by General Kauffman. I have reason to believe that after due consideration the Russian Government is resolved to maintain, in principle, the restitution of Kuldah, but to limit as more severe conditions than were at first intended.

The Archbishop of Canterbury, on the representation of the Bishop of Rangoon, has conferred the degree of Doctor of Divinity on the Rev. J. E. Marks, the principal of St. John's College, Rangoon, in connection with the Society for the Propagation of the Gospel, in recognition of his long and valuable services to the cause of Christian education in Burma.

The Vienna correspondent of the *Telegraph*, prefacing an account of the treatment to which the Russian Nihilist prisoners are subject, says he has confined the narrative to statements derived from unbiased and trustworthy persons—eye-witnesses of the horrors. The appalling evidence of Russian barbarity, he says, cries to heaven for vengeance. During the latter part of last month, "a person, whose testimony is above suspicion," visited a ship at Odessa, fitted out for the transport of Nihilist convicts to Shaghalien.

He describes it as a man-of-war of about 4,000 tons, freshly painted white. On going below deck he found that on either side of a narrow passage iron-barred cages had been constructed, which, he says, were exactly similar to those used for wild animals. These cages were of different sizes, and contained from four to twenty convicts each. The rule observed was that such amongst them as showed any disposition to be unruly were confined in the smaller cages so as to be more easily watched. The gentleman who visited the ship estimates the number of these wretched people at 750, most of whom had come by rail from the interior, heavily chained together by small groups. They were to keep their chains during the journey, and any information, the sinister noise they produced was distinctly audible long ere he reached the ship. Unable to control his feelings, he observed to the officer in command that his closely-packed cargo, chained together in a place where there was absolutely no ventilation, would never survive the passage of the Suez Canal, the Red Sea, and the Indian Ocean, to which the Russian officer cynically replied, "Well, so much the better for all parties if they do not." He accompanied this astounding remark by a significant glance, which his interlocutor took to imply, "Don't you understand that is precisely what we expect?" The same ship was visited at another place on her outward voyage, and on competent authority it was ascertained that not one-third of the unfortunate prisoners on board could possibly reach their destination alive.

(London and China Express, Aug. 1.)

Lastest Mail Advice.—Yokohama June 14, Shanghai 18, Foochow 14, Hongkong 24. The P. and O. mail from Yokohama 7th, Shanghai 11th, Hong Kong 17th, Singapore 24th June, was received, via Brindisi, on the 28th ult., its due date, and the French mail, with the advices dated as above, reached London, via Naples, this morning, three days early. The steamer *Zambesi*, with the heavy portion of the P. and O. onward mail, left Gibraltar for Southampton on the 30th ult.

The India and China postal contract has been the subject of a deputation to the Chancellor of the Exchequer, Lord John Manners, and Sir Michael Hicks-Beach. Mr John Holms, M.P., gave an elaborate explanation of the grounds on which the deputation objected to the terms of the proposed arrangement with the P. and O. Company, and urged that the matter should be reconsidered.

Careful observations on the winds and currents affecting the Suez Canal disclose the fact that during the summer months there is an almost constant flow of water from the Mediterranean to the Red Sea, and vice versa in the winter. The effect has been to materially reduce the salt deposits in the Bitter Lakes, where the water is now deeper than when the canal was opened.

Amongst the presents handed to the Empress of Germany for distribution amongst her family by the Siamese Ambassador at Koblenz were some very valuable articles for the Duchess of Connaught—Princess Louise Margaretha of Prussia—amongst these being a shell, set in pure gold, of genuine Siamese work; two vases of massive gold, and a golden pillar, divided into two branches at the top. All these articles, which are of very great value, are fitted in an elegant case, which is lined with the finest orange-coloured satin.

Vice-Admiral Henry Alexander Story died last week at Avanches, in France. He was born in 1813, and entered the Royal Naval College in 1829. He was in 1837 nominated mate of the *Russell*, in the Mediterranean, and promoted to lieutenant in 1838. As lieutenant he was appointed in 1839 to the *Druid*, from which ship, after participating in the earlier operations of the war in China and assisting at the capture of the enemy's forts at Tysooktow and Chumpeo, he was invalided early in 1841. In 1842 he was appointed first lieutenant to the *Gorgon*, fitting for South America, whence he returned in 1843. He was advanced to the rank of commander, 1846, was inspecting commander in the Coastguard at Dartmouth from 1850 until 1854, when he obtained command of the *Harrier*, 17, and subsequently served in the Baltic until the close of the Russian war. He became retired captain in 1864, rear-admiral in 1873, and vice-admiral in 1878.

The trial trip of the screw steamship *Ancona*, the latest addition to the fleet of the P. and O. Company, took place on the 26th ult., on the Clyde, and on the invitation of Messrs. Caird and Co., of Greenock, a large company of ladies and gentlemen assisted in the ceremony. The gathering included Mr Bethune and Captain Jamieson, of the P. and O. Company. The *Ancona*, which lay at the tail of the bank, was reached by the guests with the aid of a couple of tugs, and as the party boarded the big ship they received a hearty greeting from her future commander, Captain Edward Stead, in close attendance on whom were the

other officers of the ship. In due course, steam being up, headway was made down the river, and at an easy speed the vessel was directed for the measured mile a little below Wemyss Bay, to run which is an essential element in trial trips. The *Ancona* was put to the test several times, and in this way the greater part of the day was taken up. Her achievements, which gave an average speed of fourteen knots an hour, were considered highly satisfactory alike to the builders and the owners. The accommodation for passengers is of a superior description, and is arranged so as to suit the necessities of 104 travellers. For the most part their housing is under the poop deck, and off the main saloon, a magnificent apartment, fitted up in a manner creditable to all who have been concerned in its preparation. The sleeping berths are models of their kind, and the bath room and general lavatory conveniences are such as are seldom met abroad. Forward are the quarters for the men. On the homeward run the company set down to an excellent dinner, under the presidency of Mr T. C. Caird, who after dinner, proposed access to the P. and O. Company, whose enterprise, he said, was well known and appreciated by the commercial and travelling community. He felt sure that the new contract the company had entered into for the conveyance of mails between this country and India, China, and Australia, would be executed in a manner that would meet with the approval of the public, who of course would be the first to experience the advantages of the company's improved service. Mr Bethune fittingly replied, and then proposed the builders, the toast being acknowledged by Mr T. C. Caird. The health of Captain Stead and the ladies exhausted the toast list, after which the company separated, and the tugs' boats having again come alongside, were conveyed ashore. The *Ancona* is 380 feet long, by 39 feet broad, and 26 feet deep. Her gross tonnage is 3,081, and her registered engine power 600-horse. As already mentioned, she will be commanded by Capt. E. Stead, who will have under him a crew of 123, all told. The *Ancona* is a smart looking craft, and no doubt will worthily maintain the reputation of her builders, and be a valuable addition to the P. and O. Company's fleet.

M. Maeda, whom we have on several occasions noticed in connection with the Japanese Department of the Paris Exhibition, left Marseilles for Japan by the last mail, accompanied by his secretary, Mr Magaki. We are pleased to record that M. Maeda has received from his Government the decoration of the Order of the "Rising Sun."

His Excellency the Chinese Minister will return to London from Paris to-day. On the 26th ult. he attended the marriage of M. Hippolyte Fraudin, at the Church of St. Jean and St. Francois. The Siamese Envoy, accompanied by Mr Mason, Consul General, paid a visit to the House of Commons to hear the debates last evening.

In the House of Commons, Mr M. Stewart has given notice to ask questions as to the report from Sir Thomas Wade of his communication with the Chinese Government respecting the ratification of the Chefoo Convention. Mr Rylands has given notice to ask questions as to the circumstances under which the British Consul-General in Siam ordered up the gunboat *Foxhound* from Singapore to Bangkok.

The four gunboats built for the Chinese Government, after lying in Plymouth Sound since the 25th ult., steamed away for their destination on the 30th ult. They were put through a variety of steam evolutions inside and outside Plymouth breakwater previous to their departure. On the passage they will touch at Gibraltar, Malta, Port Said, Suez, Singapore, Manila, and Hongkong.

A correspondent writes:—"The Japanese Government has not failed to acquit the officers of our Navy who have for so long been employed at the Imperial Naval College of the appreciation in which their services have been held, and also of the progress made by those under their instruction. More than twenty officers and men have been superseded on the termination of their engagements, but I hear that two petty officers are still to remain for a further term of three years."

H.M.S. *Zyne*, homeward bound from China, with crews of the *Lily*, *Moonlight*, *Mosquito*, and *Sheldrake*, paid off at Hongkong, and their naval supernumeraries, arrived at Trincomalee on the 23rd ult., and would leave again in continuation of their voyage on the 30th ult., calling at Malta and Gibraltar.

Yen-Tung-Quang, a Chinese officer, is to undergo a course of instruction on board the *Neosho*, 11, screw frigate. There will then be twelve Chinese officers serving in the British Navy.

The appointments are gazetted of Commander Charles M'Laughlin, to the *Victor Emmanuel*, and of Staff-Surgeon W. J. Rankin to the *Avadon* of the China station.

Admiral Ryder, formerly commander-in-chief on the China station, is mentioned as likely to succeed Admiral E. G. Paaschawe in the naval command at Portsmouth.

#### FATAL ACCIDENT ON BOARD A SHIP IN THE HARBOUR.

An inquest was held this afternoon at the Government Civil Hospital on the body of a European male named Erik Bricksen.—C. V. Creagh, Esq., as Coroner, Messrs J. Y. Vernon Vernon, F. J. dos Remedios, and A. A. dos Remedios forming the jury.

L. M. Sorensen, chief mate of the Danish bark *Flensborg*, stated: Deceased was an able seaman on the *Flensborg*. He saw him running about the deck yesterday, and ordered him on to the forecastle as he was the worse for drink. The second mate took deceased into the forecastle. Witness heard deceased singing, but did not know where he was, and went on tallying cargo. Shortly after he heard a noise as if some one had fallen, and on going forward and looking down the main hatch, saw the deceased lying across the beam, motionless. He ran down into the hold. Deceased was not quite dead, but his pulse was very low. Blood was issuing from his ears, and his skull appeared to be fractured. He died about twenty minutes after.

Dr Wharry stated that the body of deceased was brought to the Hospital last night about eight o'clock. He examined it this morning and found it had been dead about twelve hours; there was a wound on the back of the scalp, and the skull was fractured. Death resulted from fracture of the skull.

A. A. Beryman, an ordinary seaman of the *Flensborg*, saw deceased go aloft on the main-top, and saw him lie down there. About twenty minutes after he saw something fall down; went to the main hatch and saw deceased lying in the hold face downwards. He went down and raised the body, and found that life was not extinct; deceased could not speak and

died about twenty minutes afterwards. In the opinion of witness, deceased was too drunk to be sent aloft; he heard no one order him up there.

Simon M. Nielsen, second mate of the *Flensborg*, corroborated the statement of last witness.

The jury returned a verdict of "Accidental death."

#### Police Intelligence.

(Before the Hon. C. B. Plunket.)  
Friday, Sept. 5.

CHIEF STRIPPING.

Chan Acheu, a rice-pounder, had lost all his money playing fan-tan, and, as he could not get employment, stole a bangle from the person of a small child who had accompanied her parent to see the ornamental arrangement at the Man Mo Temple. Defendant, who admitted the charge and said he stole the bracelet as he was poor, was sent to gaol for two months with hard labour.

JACK ASHORE.

Henry Madden, a seaman of the British ship *Sir Lancelot*, was charged with being drunk and disorderly in the public street. Defendant admitted being rather tipsy. Fined \$1, in default of payment, one day's imprisonment.

STEALING TOOLS.

Chan Afuk, a boatman, was charged with stealing from a boat-builder tools valued at \$1.

Defendant was seen coming out of the building shop by one of the blacksmiths, who pursued him, seeing he had something hid on his person. He dropped the tools and ran, was arrested by Sergeant Sam Akow. Defendant, who said he was a salt-mangler, stated that he was arrested by mistake, and that the chiefs were stolen by another man. He had no witnesses to speak to his character, and was sent to gaol for two months with hard labour.

UNLAWFUL POSSESSION.

Chan Ayan, a coal coolie, was charged by P. C. Bond, with being in unlawful possession of a quantity of freshly cut branches in the vicinity of Morrison Hill. Complaint produced two previous convictions against the defendant for a similar offence, one in November 1877, the other in April 1879.

Defendant admitted the charge and was fined \$10, in default of payment, two months in gaol with hard labour.

THE HIGHWAY ROBBERY.

Young Aying, farmer, and Lam Sam, his wife, remanded from Monday last on a charge of being concerned in a highway robbery on the Stanley Road, were brought up to-day.

Inspector Rivers stated that from enquiries he had made he was satisfied that the young girl, who gave evidence last Monday, was not speaking the truth. He had found that the accused had provided the man who was robbed, with clothes and had otherwise assisted him; he therefore asked that the prisoners might be discharged.

Prisoners were discharged.

(Before O. V. Creagh, Esq.)

HOUSE ROBBERY.

Kwang Awong, alias Cheun Awah, was charged with entering a house and stealing therefrom, four jackets and one jade stone bangle value \$850.

Tsang Yat Shing, master of an undertaker's shop in the Hollywood Road, after fastening up his house had retired to bed; about 2.30 a.m. on the 4th inst., he was awakened by hearing his wife call out, "Save life." On running down stairs he saw the defendant rush from the shop into the street, he followed him and called out, "Thief!" witness lost sight of the defendant for a short time, as he stumbled while pursuing him, but eventually found him in charge of an Indian Sergeant in Lascar Row. Defendant was taken back to witness' shop and had on, at that time, the jackets which had been missed from the house. The broken bangle was brought to the police station by the Constable, and had been taken from witness' wife by force.

Ng Aut, concubine to the former witness, stated that after the house had been closed for the night, her master retired to the cock loft; she went into the shop to get some tea, and saw the defendant examining the drawer of the counter. He had a lighted match in his hand; she called out, "Thief!" defendant thereon dropped the light and seized witness by the wrist and held a knife to her breast; she called out, "robbery, robbery." Defendant pulled the bangle off her wrist and rushed out; complainant followed him.

Witness in reply to a question of prisoner's said:—I am sure you are the man I saw your face by the light of the match.

P.S. 66, saw the defendant running up Tank Lane and asked him where he was going. Prisoner replied:—"I am going to see the exhibition at the Man Mo Temple." The sergeant noticed that defendant had several jackets on and also had a box of matches in his hand, so he detained him. Last witness then came up and said "that's the man," and claimed the clothes prisoner was wearing; witness took them all to the station.

P.C. 47 corroborated the statement of last witness and also joined in pursuit of defendant. He picked up part of the broken bangle and saw the remainder picked up by a Chinese constable.

Defendant admitted the previous conviction for unlawful possession; he was duly cautioned and received his defence.

Committed for trial at the Supreme Court.

#### A WIDOW AND SON FOR THE LATE PRINCE IMPERIAL.

A sensational story comes from Paris, concerning the late Prince Imperial, no less in fact than that he was privately married, and has left a widow and a son. We have the news of it from the Paris correspondent of the *Pioneer*, who says, writing on July 12th, (the day of the poor Prince's funeral):—"The rumour has run like wildfire through France this week. In this country, where they rarely believe in truths, they are ever credulous of lies." He himself does not believe it; he says it is the most improbable that can be imagined, and so far as he can trace, has issued from the

fertile brain of a foreign correspondent of a Lyons newspaper. Remarking that it would have gone down more easily in England—anything goes down in the imagination of France—if the author had been less circumstantial in his details, he gives the story as 'twas told to him:—

About the end of the bathing season last year, a young couple, accompanied by a nurse and infant, took furnished lodgings in the City of Bath. The female was a tall, fair-haired lady, who spoke English with a slight German accent. The husband, on the other hand, had all the distinctive characteristics of a Frenchman, though he seemed a youth of a weakly constitution. At the end of a week the husband quitted Bath, but returned occasionally to see his wife. He was observed two or three times to be dressed in the uniform of the English Royal Artillery. The lady led a life of great seclusion, only receiving the visits of the husband and occasionally of a Catholic clergyman of a neighbouring church. A few days after the Government decided to dispatch reinforcements to the Cape, the husband sent to tell the clergyman that he was going to the War, and begged of him in his absence to bestow his kind protection on his wife and child. He added that very serious family reasons prevented him from addressing himself to any other person, or even from announcing his name. The priest promised what was asked him, and often visited the lady. The day after the death of the Prince Imperial was announced in Parliament, the clergyman happened to make a call, and gave the lady a newspaper to read. The moment she read a few lines she fell insensible on the floor. That very evening, a very beautiful fair-haired lady arrived at Chiselsbury, and, presenting herself at Camden House, implored an audience of the Empress Eugenie. But the Empress would see no one, and the lady addressed herself to Father Goddard, the chaplain, with whom she had a long conference. She tried again next day to see the Empress, but was again refused admittance. She had not since been seen either at Chiselsbury or at Bath. Her sudden disappearance from the latter place was remarked, and the priest to whom the young officer recommended his wife was struck by the event, and is said to have told the story as above recorded. "But," said some one who heard him, "the lady you have just spoken of seems greatly to resemble a person remarked in such deep mourning, soliciting an interview from the Empress." This reference to mourning as well as the recollection of the uniform worn by the gentleman, seemed at once to strike the priest and his interlocutors, and the idea rushed to the minds of all that it was some mystery relating to the late Prince. Some one ran and brought a photograph of Louis Napoleon, and the moment the old clergyman saw it, he exclaimed—"Yes, that's the very man, the husband of the young woman!"

Referring to the above, the *Pioneer's* Paris correspondent says:—

It is a good story as it stands, and may point some future legend, while meanwhile it is likely that one of the English society journals will seize on it, if it be not done already, and repeat it with some little more probability of circumstance. A French gentleman who greatly fears Fridays and the figure 13, and believes in ghosts and hobgoblins and, in fact, in everything but in God, like most of the modern Frenchmen I know, on discussing the story, asked me with a triumphant air, how I got over the uniform, and was much surprised when I replied that this feature of the tale was the very thing that stamped it with utter absurdity. Even when the Prince was a cadet at Woolwich, it was not his habit to go about the country wearing uniform, and certainly he was not likely to go down to Bath last summer in a dress he had then no earthly right to assume. I think Prince Plon-Plon may make his mind easy on the score of a closer heir than himself to the Imperial throne, though the undoubted nature of his rights of chief of the family are not likely to bring him one inch nearer to ascending it. Nine-tenths of the Bonapartists would well wish the tale to be true, and while Napoleon-Jerome may now mock the statement, some Arthur Orton of the future in the guise of Napoleon VI. may dog his steps and give him or his son a very serious amount of embarrassment.

#### RUSSIA AND CHINA.

The correspondent of the *Morning Post* telegraphs:—"Much public attention is being given in Russia to the future relations between that empire and China. The public press devotes much space to the subject, the main object kept in view being the development of commercial relations for the benefit of Russian trade. The newspapers demand that similar privileges as have been accorded to maritime trade with China should be granted to trade carried on by land. It is mainly, if not solely, by land that Russia trades with China."

A telegram from the Berlin correspondent of the *Daily News* states that news of a raid by Khirghese owing allegiance to China has been received in St. Petersburg from Tas'kend. The Khirghese were pursued by Cossacks twenty miles beyond the frontier, a large number of the horses they had stolen were taken from them, and fourteen of the raiders were made prisoners.

#### THE "KHEDIVE" AND THE "VOORWAARTS" CASE.

The Court of Appeal, consisting of Lords Justice James, Brett, and Cotton, has given judgment in the case of "The Nederland Company v. the P. and O. Company," the hearing of which was reported in our last issue. Lord Justice Brett, in delivering judgment, said that when the owners of one ship sued the owners of another for damages in respect of a collision they must prove that the injury was caused solely by the negligence of the ship against which the claim was made, and also that those for whose conduct on their own ship they were responsible had not themselves been guilty of any negligence. Besides this, there were certain rules of navigation laid down, and any one disobeying them would certainly *prima facie* be guilty of want of care and skill. Circumstances might, however, arise in which, although these rules might in fact have been broken, the person breaking them would not be guilty of any want of ordinary care and skill so as to render him liable. The question in these cases of collision must always be whether any want of ordinary care, skill, and nerve had been shown. When two vessels were approaching under circumstances which, if both continued to

act properly, would not put them in any danger, then, if one was by the wrongful act of the other brought suddenly from a position of safety into a position of critical danger, if all that could be said was that the captain of the one so brought into sudden danger did not do the absolutely right thing, their lordships, as in the recent case of the *Bywell Castle*, would not hold that captain liable for contributory negligence. The learned Judge of the Admiralty Court, in deciding that both vessels in this case were to blame, could hardly be said to have fairly considered these propositions. Contrasting the evidence on the one side and the other their lordships and their nautical advisers were all of opinion that up to the time when the *Voortuarts* suddenly ported her helm and rendered a collision inevitable there was nothing wrong in the course taken by the *Khedive*, but that there had been absolutely wrong management on board the *Voortuarts*, and that she was to blame, and greatly to blame. On the other hand, the order given on board the *Khedive* to put her helm hard astarboard was quite right in their opinion. But in ordering the engines "to stand by," and not at once giving orders to stop and reverse the engines, the master of the *Khedive* did unquestionably break a most valuable rule of navigation. The collision, however, having regard to the size of the vessels, both very powerful screw steamships going at full speed, was at the time inevitable, and this momentary hesitation on the part of the master of the *Khedive* to do the best thing that could be done in the emergency was not such a want of ordinary care, skill, or nerve as to make his ship liable for contributory negligence. Moreover, the vessels were so close together that in the opinion of the nautical assessors the stopping and reversing of the engines of the *Khedive* would not have produced any material effect upon the collision. The decision of the Court of Admiralty must, therefore, be reversed, and the owners of the *Voortuarts* would be declared solely liable.

#### Quotations.

HONGKONG, September 5, 1879.

OPIMUM.—New Patna, cash, \$587½  
" Old, cash, 587½  
" New Benares, cash, 512½  
" Old, cash, 512½  
" New Malwa, credit, 740  
" Allowance, Tels., —  
" Old Malwa, credit, 750  
" Allowance, Tels., —

#### Exchange.

Bank, Wire, 3/7½  
" 30 days' sight, 3/8½  
" 4 months' sight, 3/8½  
Credits, 4, 3/8½  
Documentary, 4 months' sight, 3/8½  
India, Wire, 221  
" demand, 222  
Shanghai, demand, 72½  
" 30 days' sight, 73½  
Gold Leaf, 99½ fine, 27.50  
Sovereigns, 5.38

#### Shares.

Hongkong Bank, 58 ½ prem.  
Union Ins. Society of Canton, \$1,300  
China Traders' Ins. Co., \$1,375  
North China Ins. Co., Tls. 1,250  
Yangtze Ins. Assoc., Tls. 710  
Chinese Insurance Co., \$285  
H.K. Fire Ins. Co., \$175  
China Fire Ins. Co., \$180  
H.K. & W. Dock Co., 18 ½ prem.  
H.K. & M. S.-boat Co., \$12 prem.  
Shanghai Steam Navigation, Tls. 11  
China Coast S. Nav. Co., Tls. 93  
Hongkong Gas Co., \$70  
Hongkong Hotel Co., \$65  
China Sugar Refining Co., \$155  
Chinese Imperial Loan of 1874, nominal.  
Do. of 1877, do.

#### Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, September 5, 1879.  
BAROMETER—9 A.M. 30.000  
Do. 1 P.M. 29.954  
Do. 4 P.M. 29.918  
THERMOMETER—9 A.M. 81  
Do. 1 P.M. 85  
Do. 4 P.M. 88  
Do. (Wet bulb) 9 A.M. 78  
Do. 1 P.M. 81  
Do. 4 P.M. 81  
Do. Maximum 85  
Do. Minimum over night 78

#### Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.—

#### VESSELS TO ARRIVE.

AT HONGKONG.

Left.	Name.	From.
Feb.	22, Grosfurst Constantine,	Hamburg
Apr.	8, Leon,	Liverpool
26, Twilight,	New York	
27, Homewood,	Penarth	
May.	2, Alex Yeats,	Cardiff
5, Alexander,	Penarth	
11, Glamorgan Cross,	New York	
13, Glamorganshire,	Cardiff	
29, Joseph Haydon,	Cardiff	
31, Newcastle,	Antwerp	
June.	3, Adolph,	Cuxhaven
6, Harrington,	Flushing	
12, Belle of Oregon,	Cardiff	
12, Pampero,	Antwerp	
23, Joachim Christine,	Cardiff	
27, Pym,	Antwerp	
July.	3, Undine,	Cardiff
8, Glenrosa,	Antwerp	
12, Nestor (s.),	Liverpool	
16, Aurorita,	Hamburg	
19, Comus,	Glasgow	
21, Scudina (s.),	London	
22, Diomed (s.),	Liverpool	
23, Belted Wil,	London	
24, Primros,	Penarth	
24, Primus,	Penarth	
25, York Town,	Penarth	
29, John Nicholson,	Cardiff	
30, Ajax (s.),	Liverpool	

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Lord of the Isles.	Glenarney.	London Castle.
Glenear.		



## Mails.



STEAM FOR  
SINGAPORE, PENANG, POINT DE  
GALLE, ADEN, SUEZ, MALTA,  
BRINDISI, ANCONA, VENICE, MEDI-  
TERRANEAN PORTS, SOUTH-  
AMPTON, AND LONDON;  
ALSO,  
BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
CATHAY, Captain R. T. DUNDAS, will  
leave this on TUESDAY, the 9th Septem-  
ber, at Noon.  
For further Particulars, apply to  
A. McIVER, Superintendent.  
Hongkong, August 27, 1879.

Occidental & Oriental Steam-  
Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL  
and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. BELGIC will be despatched  
for San Francisco via Yokohama,  
on THURSDAY, September 11th, 1879, at  
3 p.m., taking Cargo and Passengers for  
Japan, the United States, Mexico, Central  
and South America, and Europe.  
Connection is made at Yokohama, with  
Steamers from Shanghai.  
Freight will be received on Board until  
4 p.m. of the 10th September. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

A REDUCTION is made on RETURN PAS-  
SAGE TICKETS.  
Consular Invoices to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Office addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the  
Company, No. 37, Queen's Road Central.  
H. M. BLANCHARD,  
Acting Agent.

Hongkong, August 22, 1879.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SINGAPORE, SINGAPORE, BATAVIA,  
POINT DE GALLE,  
ADEN, SUEZ, ISMAILLIA, PORT-  
SAID, NAPLES, AND  
MARSEILLES;  
ALSO,  
PONDICHERY, MADRAS, CALCUTTA  
AND ALL INDIAN PORTS.

ON TUESDAY, the 16th September,  
1879, at Noon, the Company's S. S.  
SINDH, Commandant MONGE, with  
MAILS, PASSENGERS, SPOILS, and  
CARGO, will leave this Port for the above  
places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for  
the principal places of Europe.  
Shipping Orders will be granted until  
Noon.

Cargo will be received on board until  
4 p.m., Specie and Parcels until 3 p.m. on  
the 15th September, 1879. (Parcels are not  
to be sent on board; they must be left  
at the Agency's Office.)  
Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, September 3, 1879.

## TO LET.

## STORAGE.

GOODS RECEIVED ON STORAGE in  
GODOWNS in PEDDAR'S WHARF  
BUILDINGS, at Moderate Terms.

Apply to

G. R. LAMBERT.

Hongkong, August 9, 1879.

## TO LET.

FIRST-CLASS GODOWN on the  
Frays.  
Apply to  
VOGEL & Co.  
Hongkong, July 29, 1879.

## TO LET.

ON MARINE LOT No. 65, FIRST-CLASS  
GRANITE GODOWNS,  
Apply to MEYER & Co.  
Hongkong, July 25, 1879.

"ROSE VILLAS"—FURNISHED on  
UNFURNISHED,  
BONHAM ROAD,  
WITH Large TENNIS LAWN.  
Apply to  
SHARP & DANBY,  
No. 8, Queen's Road Central,  
Late Messrs E. D. Sassoon & Co.  
Hongkong, May 10, 1879.

## TO LET.

HOUSE No. 7, PEDDAR'S BELL.  
DAVID SASSOON, SONS & Co.  
Hongkong, April 29, 1879.

## Intimations.

CHINA FIRE INSURANCE COM-  
PANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR  
1878, AND TO THE 30TH JUNE, 1879.

SHAREHOLDERS in the above Com-  
pany are requested to furnish the  
Undersigned with a List of their Contri-  
butions from the 1st January, 1878, to  
the 30th June, 1879, in Order that the  
Portion of the NET PROFITS to be Re-  
served for CONTRIBUTORS may be ar-  
ranged. Returns not rendered prior to the  
31st OCTOBER NEXT will be adjusted by  
the Company, and no Claims or Alterations  
will be subsequently admitted.

JAS. B. COUGHTRIE,  
Secretary.

Hongkong, August 2, 1879.

HONGKONG FIRE INSURANCE COM-  
PANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR  
1878, AND THE FIRST 6 MONTHS  
OF 1879.

SHAREHOLDERS in the above Com-  
pany are requested to furnish the  
Undersigned with a List of their Contri-  
butions for the Year ending December 31st  
1878, and for the Six Months from Janu-  
ary 1st to June 30th 1879; in Order that  
the DISTRIBUTION of the Portion of PRO-  
FITS Reserved for CONTRIBUTORS  
may be arranged. Returns not rendered  
prior to October 31st next, will be adjust-  
ed by the Company and no Claims or  
Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, July 24, 1879.

YANGTZE INSURANCE ASSO-  
CIATION.

## NOTICE.

IN accordance with the Articles of Agree-  
ment, the Directors have declared a  
DIVIDEND to POLICYHOLDERS for  
the FIFTEEN MONTHS ending 31st Decem-  
ber 1878, of THIRTY-THREE PER CENT.  
ON THE NET PREMIA CONTRIBUTED,  
payable at our Office on and after the  
15th Instant.

POLICYHOLDERS are requested to send in  
particulars of their Contributions.

By Order of the Directors,

RUSSELL & Co.,  
Agents.

Hongkong, May 5, 1879.

## NOTICE.

HONGKONG COMMERCIAL EX-  
CHANGE.

THE EXCHANGE ROOMS in MARINE  
HOUSE, Queen's Road Central, are  
Open Daily for the use of MEMBERS from  
9 a.m. to 6 p.m.  
Special Days—TUESDAYS and FRIDAYS,  
from 12 to 12.30 and 4 to 4.30 p.m.  
Applications for admission as Members  
to be addressed to

E. GEORGE,  
Secretary.

Hongkong, June 18, 1879.

FREDERIC ALGAR,  
COLONIAL, NEWSPAPER & COMMIS-  
SION AGENT,

11, Clement's Lane, Lombard Street,  
LONDON.

THE Colonial Press supplied with News-  
papers, Books, Types, Ink, Presses,  
Papers, Correspondents, Letters; and any  
European Goods on London terms.

## NOTICE TO SHIPPERS.

Colonial Newspapers received at the office  
are regularly filed for the inspection of  
Advertisers and the Public.

## For Sale.

## NOW READY.

A CHINESE DICTIONARY in THE  
CANTONESE DIALECT. Parts I.  
and II., A to M, with Introduction. Royal  
8vo., pp. 404.—By ERNEST JOHN EITEL,  
Ph.D. Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS  
AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD  
& Co., Hongkong and Shanghai; and Messrs  
KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

## NOW READY.

YIENG-SHUI; or, THE RUDIMENTS OF  
NATURAL SCIENCES IN CHINA. By Dr.  
E. J. EITEL. One Volume. 8vo. Price,  
\$1.50.

BUDDHISM, ITS HISTORY, THEORY AND  
POPULAR RELIGION, in three Lectures,  
By Dr. E. J. EITEL. Second Edition. One  
Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane,  
Crawford & Co.

Hongkong, July 31, 1878.

## Insurances.

SWISS LLOYD  
TRANSPORT INSURANCE COMPANY  
OF WINTERTHUR.

INSURANCES granted on MARINE  
RISKS to all parts of the World,  
MEYER & Co., Agents.

Hongkong, June 3, 1879.

SCOTTISH IMPERIAL INSURANCE  
COMPANY.

## FIRE AND LIFE.

INSURANCES against FIRE granted at  
Current Rates. Considerable Reduc-  
tion in Premia for LIFE Insurance in  
China.

MEYER & Co., Agents.

Hongkong, June 2, 1879.

## Insurances.

CHINESE INSURANCE COMPANY,  
(LIMITED.)

## NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profit,  
are distributed annually to Contributors  
whether Shareholders or not, in proportion  
to the net amount of Premia contributed  
by each, the remaining third being carried  
to Reserve Fund.

J. BRADLEE SMITH,  
Secretary.

Hongkong, December 9, 1878.

MANCHESTER FIRE ASSURANCE  
COMPANY OF  
MANCHESTER AND LONDON.

## ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling  
of which is paid up £ 100,000 "  
Reserve Fund upwards of £ 120,000 "  
Annual Income £ 250,000 "

THE Undersigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai,  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

QUEEN FIRE INSURANCE  
COMPANY.

THE Undersigned are prepared to grant  
Policies against Fire to the extent of  
\$45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premia.

NORTON & Co.,  
Agents.

Hongkong, January 1, 1874.

LANCASHIRE INSURANCE  
COMPANY.

## (FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.  
If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to

ARNHOLD, KARBERG & Co.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

## ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong  
for the above Company, are prepared  
to grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER  
of  
His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—

Marine Department.  
Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Siam and Penang.

Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,  
Secretary.

Hongkong, November 1, 1871.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELOCHERS & Co.,  
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the  
Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Amoy	4	Drewes	Brit. str.	814	Sept.	4 Siemens & Co.	Shanghai	To-day
Belgie	5	Meyer	Brit. str.	1716	Aug.	14 O. & O. S. S. Co.	Y'ham & San F'disco	11th inst.
Bombay	2	h.	Brit. str.	749	Feb.	12 Kwok Acheong		
Bowen	5	Miller	Brit. str.	1500	Sept.	3 Gibb, Livingston & Co.	Australian Ports	To-morrow
Caribbrooke	8	Wharton	Brit. str.	960	Sept.	3 Bun Hin Chan	Swatow and Amoy	To-day
City of Peking	5	Berry	Amer. str.	5079	Sept.	2 P. M. S. S. Co.	Y'ham & San F'disco	
Conquest	a	Elphick	Brit. str.	317	Sept.	1 E-Shun	Hoihow & Haiphong	
Fame	6	Stopan	Brit. str.	117	.....	H.K. & W'poa Dock Co.		Tug Flying
Glencoe	5	Galland	Brit. str.	1901	Sept.	8 Jardine, Matheson & Co.	Shanghai, &c.	To-morrow
Khiwa	2	Lee	Brit. str.	1506	Sept.	5 P. & O. S. N. Co.	Shanghai	7th inst.
Kiungchow	2	Goggin	Brit. str.	159	Sept.	4 Kwok Acheong	Hoihow	
Kwangtung	5	Abbott	Brit. str.	674	Sept.	4 Douglas Laiprak & Co.	Coast Ports	7th inst.
Norma	3	Love	Brit. str.	606	May	31 Kwok Acheong		
Olympia	5	Nagel	Ger. str.	783	Aug.	21 Landstein & Co.	Saloon	8th inst.
Pernambuco	5	Ryde	Brit. str.	652	Sept.	2 Melchers & Co.		
Rajanattianhar	2	Hopkins	Brit. str.	933	Aug.	28 Yuen Fat Hong	Bangkok	To-day
Sea Gull	8	Haydon	Amer. str.	48	Mar.	24 China Traders' Insurance Co.		
Sherard Osborn	5	McKenzie	Brit. str.	875	Sept.	1 E. E. A. & China Tel. Co.		Ab'deen Dock
Venice	5	Rhode	Brit. str.	1982	Sept.	5 Jardine, Matheson & Co.	S'pore, Calcutta, &c.	
Zephyr	.....	Heuer	Brit. str.	.....	.....	Russell & Co.		Sanda' Slip
Sailing Vessels								
Adam H. Simpson	7	Call, Jr.	Amer. sh	1524	Aug.	4 Borneo Co., Limited		
Adelaide Norris	4	Woodward	Amer. bqe.	719	Aug.	11 Vogel & Co.	New York	
Agnes Muir	4	Low	Brit. sh.	851	July	26 Meyer & Co.	Hamburg	
Alva	8	Souza	Port. sh.	632	Aug.	31 Brandao & Co.		
Anna Bertha	4	Kraus	Ger. bqe.	468	Aug.	26 Siemens & Co.		
Antioch	4	Weeks	Amer. bqe.	646	Aug.	7 Vogel & Co.	San Francisco	Coast Dock
Bua Pan	2	Miller	Slam. sh.	575	Aug.	31 Yuen Fat Hong		For Sale
Chocola	4	Kennett	Brit. bqe.	284	July	21 Adamson, Bell & Co.		
Ebenzer	4	Miller	Brit. 3m. so.	319	Aug.	24 Melchers & Co.	Tientsin	
Echo	5	Tozer	Brit. bqe.	369	Aug.	27 Arnold, Karberg & Co.	Newchwang	
Edward Barrow	4	Rich	Brit. bqe.	958	June	26 Vogel & Co.	Hamburg	
Elizabeth Childs	5	Lindbergh	Brit. bqe.	391	Aug.	30 Weller & Co.		
Ernst	2	Hibbard	Ger. 3m. so.	356	Sept.	3 Captain		
Excelsior	8	Eddy	Amer. bqe.	593	Aug.	24 Russell & Co.		
Faugh Balough	4	Rute	Ger. bqe.	240	Aug.	24 Carlowitz & Co.	Tientsin	
Flensborg	4	Jacobsen	Dan. bqe.	365	Aug.	29 Eduard Schellbass & Co.		
Fred. P. Litchfield	4	Spalding	Amer. bqe.	1083	July	11 Russell & Co.	New York	
Gylding	3	Winther	Dan. bqe.	240	Aug.	5 Siemens & Co.	Cape Town	
Harmonie	4	Schiphorst	Ger. sch.	241	Aug.	30 Captain		
Hermann	4	Schmidt	Ger. bqe.	444	Aug.	7 Vogel & Co.	Foochow and Cape	
Highlander	4	Hutchinson	Amer. sh.	1352	June	19 Vogel & Co.		
Hongkong	4	Oom	Ger. 3m. so.	219	Aug.	26 Arnold, Karberg & Co.		
J. A. Borland	4	Kent	Amer. bqe.	670	July	26 Vogel & Co.	New York	
Jessie McDonald	7	Stott	Brit. 3m. so.	275	Aug.	24 Arnold, Karberg & Co.		
John Potts	7	MacPherson	Brit. bqe.	374	Aug.	26 Butterfield & Swire	Sydney	
Jules Dufaur	4	Willgen	Brit. bqe.	434	Aug.	20 Tan Keng Ho		
Kalaja	4	Roca	Russ. bqe.	690	Aug.	18 Vogel & Co.	London	
Krug Thep	2	Larsen	Slam. bqe.	488	Aug.	31 Siemens & Co.		
Kvilk	5	Larson	Norw. bqe.	417	Aug.	24 Siemens & Co.	Newchwang	
Madcap	4	Miller	Brit. 3m. so.	199	Aug.	27 Turner & Co.	Port Natal	Cleared
Monte Rosa	4	Carlier	Amer. sh.	1313	June	16 Vogel & Co.	New York	
Norman Court	7	Dunn	Brit. bqe.	834	Sept.	20 O. & O. S. S. Co.		
Prosperity	2	Hoff	Slam. bqe.	476	Aug.	12 Chinese		
Sir Lancelot	7	Brokenshar	Brit. bqe.	886	Aug.	24 Jardine, Matheson & Co.		
Sourabaya Packet	2	Verduin	Dutch bqe.	462	Aug.	29 Eduard Schellbass & Co.		
Spica	8	Hollmann	Ger. bqe.	915	Aug.	29 Melchers & Co.		
Star of China	7	Blaker	Brit. sh.	794	Aug.	28 Douglas Laiprak & Co.		
Sumatra	3	Clough	Amer. sh.	1090	Sept.	5 Russell & Co.		
Toowoomba	7	Kirkpatrick	Brit. bqe.	585	Aug.	25 Vogel & Co.	London	
Triton	4	Kallen	Ger. bqe.	568	Aug.	21 Weller & Co.		
Vesta	3	Rulge	Dutch bqe.	417	Aug.	26 Siemens & Co.		
Werra	5	Dinkelberg	Ger. bqe.	932	Aug.	31 Melchers & Co.		
WEAMFOA								
Florence Nightingale		McIntyre	Brit. bqe.	464	Aug.	30 Arnold, Karberg & Co.	Newchwang	
Friedrich Perthes		Walter	Ger. bqe.	446	Sept.	3 Siemens & Co.	Tientsin	
CANTON								
Chinkiang		Orr	Brit. str.	799	Sept.	4 Siemens & Co.	Shanghai	
Yungching		Wallace	Chl. str.	743	Sept.	3 O. M. S. N. Co.	Shanghai	